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(1A	PLACE ACQUIRED DATE ACQUIRED			NO. OF ENCLS 2 (1) STED BELLW! (A) & (B) SUPPLEMENT TO REPORT NO.
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IX .	SOURCE			
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	1.	The main railroad station / measured approximately 1.00	NO X SOCIEDATE DIA	THEN TITLE I'T CONTINUE
	•	ran alongside of the depot	with numerous fracks	s uepot
		- contained three control Pol		
		ADDITORIDATELY SEVER PERSONNE	inus Zeoinus us , muci ger trains traveled in	the
	·	Approximately seven passens Warsaw direction every day. Locomotives	inus Zeoinus us , muci ger trains traveled in	the
X	2.	Marsaw direction every day. Locomotives	ran by steem.	'he
IX	2.	Approximately seven passence Warsaw direction every day. Locomotives All locomotives locomotives for long 2.8-h, and the driving when	ran by steem. I trips had a wheel alle	the inment of 1.5 meters in height,
X	2.	Approximately seven passent Warsaw direction every day. Locomotives All locomotives locomotives locomotives used for long and the driving when in diameter. I determined and was sure of the wheel of the complete of the co	ran by steam. If trips had a wheel aligner by steam. If trips had a wheel aligned were approximately the diament because I alignment because I ali	the nument of 1.5 meters n height, ways counted as that made
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X	2.	Approximately seven passence Warsaw direction every day. Locomotives All locomotives befor long 2-8-h, and the driving when in diameter. I determined and was ours of the wheel the wheels on locomotives short runs were smaller, a wheel alignment of 2-10-wheels was approximately localisted of 10 to 70 variances.	ran by steam. If trips had a wheel aligner approximately the diameter by my or alignment because I al from curiosity. Train Locomotives polling for 2, and the diameter of 100 meters. Trains go ous types of freight senger locomotives to 5 meters. The tenders	the comment of 1.5 meters in height, ways counted as that made reight had: the driving enerally ears. I be 8-9 coarried
IX	2.	Approximately seven passent Warsaw direction every day. Locomotives All locomotives used for long 2.8-h, and the driving when in diameter. I determined and was core of the wheel the kneels on locomotives short runs were smaller. A wheel alignment of 2-10-wheels was approximately I consisted of 90 to 70 variestimate the length of rus meters and the tenders, 3, an estimated fuel load of	ran by steam. If trips had a wheel aligner approximately the diameter by my or alignment because I al from curiosity. Train Locomotives polling for 2, and the diameter of 100 meters. Trains go ous types of freight senger locomotives to 5 meters. The tenders	the comment of 1.5 meters in height, ways counted as that made reight had. I the driving enerally ters. I be 8-9 a carried e. 2,000 liter

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water capacity. Loopmotives making local runs were about five meters in length without the mender. Most of the passenger loopmotives making long trips seemed to be very new. Only older types were used for local runs,

Prefable Sons

3. Freight cars consisted of boxcars, stock, refrigerator, gondola, flat and tank cars. They were of the two, four, six and eight axle types. The superstructure of boxcars, stock cars, refrigerator cars and gondolas was of wood reinforcea with steel; while the flat and tank cars were all steel, had no sides, and the bed between the wheels dropped about one foot. This type also had eight wheels and was loaded with heavy construction steel. All cars had couplers of the link type and air brakes. I noticed a great amount of scrap iron being shipped in the direction of Warsaw, but could not determine what material was being shipped in boxcars or tank cars.

Passenger Unaches

- 25X1X 4. All passenge
 - 4. All passenger coaches had four axles, were of wood construction covered with tin, and were the compartment type. Air brakes and link couplers were in evidence. Coaches making long runs were very new-looking, while those on local runs looked older. I could not tell their exact age.
 - 5. I noticed approximately 20 old passenger cars and a large number of freight cars of all types parked beyond the main lines which looked as if they could be repaired and used. I also noticed several new-looking passenger coaches and freight cars parked there.

Franklin Yarda

- 6. I believe that the freight yards are one-half kilometer in length, but can give no estimate on the width. Cars were switched by small steam propelled switch engines having a 2-6-0 wheel alignment. I noticed two egines switching cars. Switches in the yard were hand-openited. I believe switches on the main line were electrically operated, because when the workmen threw the switches they were at what seemed to be a small control building. point "C", Enclosure (A) I also observed a semaphore signalling system, but do not know whether it was hand or electrically operated. The signalling system at the depot was electrical. sketch, Enclosure (B)
- 7. About 300 meters from the railroad station /Foint "D", Enclosure (A) T saw a building with four tracks leading into it which I think was a locomotive repair shop, because I saw men working there on the wheels and boiler of a locomotive. Not very far from this building was a coal dump /point "E", Enclosure (A) and rear it a crane.

4 Thaw this crane loading coal on the tender of a loco-motive. There was another similar crane near this building /Foint "D", Enclosure (A) but I did not see it in operation.

25X1C

SECRET/SECURITY INFORMATION

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SECRET/SECURIOR INFORMATION

-3-

25X1A

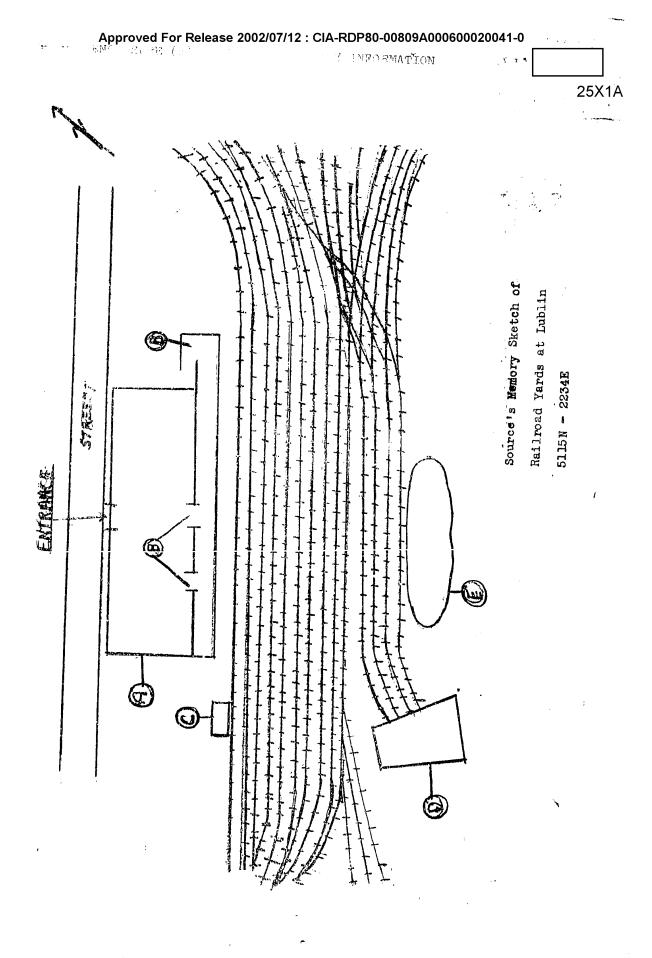
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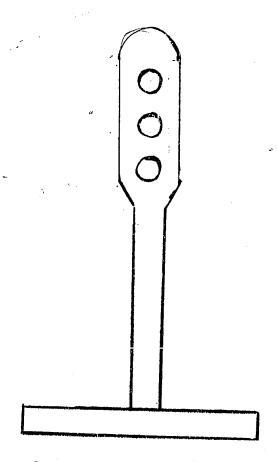
8. The six main tracks serving the railroad station were attached with screws to metal ties. The ties were about 60-70 cm apart and laid on a crushed stone ballast. Outside of the yards the rails were laid on wooden ties with metal plates in between the rails and ties. The plates measured approximately 30 x 15 x 1.5 cm. The rails were screwed onto the ties and were weighted with a crushed stone ballast all the way to Warsaw. The measurements of the rails were 15 cm high, five cm wide at the top and 10 cm wide at the base. They were of European standard guage. The line was double-tracked all the way into Warsaw.

-end-

ENCLOSURE

(A): Memory Sketch of Railroad Yards at Lublin
(B): Memory Sketch of Signal Lights Seen Near
Railroad Station at Lublin





Source's Memory Sketch of Signal Lights Seen Near Railroad Station at Lublin 5115N - 2234E